

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. V.—No. 22.] WASHINGTON, THURSDAY, NOVEMBER 30, 1837. [WHOLE No. 152.

## VOYAGES AND TRAVELS.

*Correspondence of the N. Y. Commercial Advertiser.*

### LETTERS FROM RUSSIA—No. III.

ST. PETERSBURG, July 15, 1837.—Although St. Petersburg has not as many objects of curiosity in it as London, Paris, Rome, and some other cities, yet it possesses some things which a traveller should not fail to see. And, first of all, he will probably desire to see the Winter Palace, as it is called. It was built, if I remember rightly, by the Empress Elizabeth. It is nearly 450 by 350 feet, and three stories high. It contains a large number of very splendid apartments. Nevertheless, travellers forget, if they ever knew, when they say that it surpasses what is to be seen in France. The Tuilleries, and most certainly the Palace at Versailles, if even not that of St. Cloud, contain more splendid things, if we except merely the crown jewels, which are kept in one room in this palace.

I cannot undertake to describe the various portions of this immense palace, which is the imperial residence during the winter, and also during much of the other portions of the year. None of the rooms are more beautiful than those of the late Dowager Empress, the mother of Alexander and Nicholas, and the widow of the unfortunate Paul. They remain just as they were left at her death. Some of the grand saloons are splendid. The throne-room, where ambassadors, &c., are received, is also very splendid.

But I was as much interested in the long narrow room in which there are 360 portraits of Russian generals, made by Dawe, an English painter, and six full-sized likenesses of the King of Prussia, the Emperor of Austria, Alexander, Constantine, Duke of Wellington, and Kutusoff. Those of Paskevitch, Diebitsch, &c., are in another room. Nor was I a little pleased with the nursery, or play-room, where the little imperials are taught to play at managing a ship, riding on wooden horses, &c., &c. Let them play away; they are seeing their happiest days.

Hard by the Winter Palace, and with it forming a continued line of buildings along the Neva, is the Hermitage. This building is the work of Catharine the second, I believe. It is chiefly worthy of being seen for its great collection of paintings, disposed throughout the saloons, halls, &c. The number of rooms is 48, if the attendant who showed them to me told the truth. The number of paintings which they contain is very great. Here are to be seen paintings made by all the great masters; but you will look in vain for many of their greatest paintings. Nevertheless, this is one of the very best collections in the world; it is particularly rich in Dutch and Flemish paintings. Many of these were purchased by Peter the Great, when he was in Holland. Peter had a great penchant for every thing Dutch; he was a wonderful man; certainly one of the greatest that ever lived. Here you find no less than 58 paintings by Wouvermans in one room; 37 by Rembrandt in another, and 45 by Teniers in another; besides what you find by these artists interspersed with the productions of other painters, in other rooms. I should think that Peter must have liked the paintings of Teniers. His taste was about sufficiently refined to relish such scenes as that admirable painter of scenes in low life portrayed.

Next to the Winter Palace and the Hermitage, I suppose that an intelligent traveller would visit the Admiralty. This is an immense building, consisting of three sides, and enclosing a hollow square, the fourth being the river. It stands below the Winter

Palace, and, as I said in my last, on the same side of the river Neva, viz. the south. Within this great establishment are collected models of ships, the bureau of the marine, vast quantities of timber, &c. Some ships are occasionally built here. From the top of this building runs up a steeple, with a spire of great height. The spire is one of great beauty; it is not very thick, and slopes away to almost a point. On the top of it is a globe, and on it a vane in the form of a ship; all is plated with gold, and it is extremely beautiful. The view, from the tower of the Admiralty, of the city of St. Petersburg and its vicinity, is excellent.

The Admiralty, the Winter Palace, and the Hermitage, are all on one line, (the two former are separated by an intervening open square or place,) and, on one side, face the river. But what is called, properly, the front, is on the other side, and toward the south. Here there is a great place, of the form, almost, of a parallelogram. It would be a perfect parallelogram, if it were not bounded, opposite to the Winter Palace, by a large building, which has a crescent front. This is a public building for the war and topographical department. In the centre of this grand palace stands the beautiful red granite column, which the present Emperor has erected to the memory of his brother, the late Emperor Alexander; it is one of the finest things in the world. The shaft of this column is 80 feet, or more, in height, round, perfectly polished, and consists of one piece of granite! Antiquity, men may say what they will, never did any thing of the kind greater or better.

Immediately below the Admiralty, on the same side of the river, and opposite to the lower bridge, is the Place of St. Isaac, so called from the great church of St. Isaac, which Catharine the second commenced building; it faces the river. It was Catharine's intention to build it all of marble. It was completed, during her reign, to the roof; Paul finished it with brick. It is now re-building according to the original intention. Should it ever be finished, as it bids fair to be now, according to the plan of the great amazon Queen of the North, it will certainly be one of the finest churches in the world. It will rank with St. Peter's at Rome, and the cathedral at Milan. It has, however, been longer, from the first to the present, in building, than was the temple at Jerusalem, under the orders of Herod the Great.

But the greatest object of interest about the Place of St. Isaac, is the celebrated equestrian bronze statue, erected by Catharine the second to Peter the Great. The Czar is represented as mounted on a charger, which has just ascended a great rock, and whose feet have cut to pieces a huge serpent. The whole is admirable. The hero faces the river, and seems to point to the Admiralty and the fortress as his great achievements. The rock was brought, at great expense and labor, from Finland. As a whole, I think it the best thing of the kind which I have ever seen. The simple inscription which it bears is:

PETRO PRIMO.

CATHARINA SEGUNDA.

M. DCC. LXXXII.

The Museum is extensive and very interesting. Here are to be found more antiquities of northern Europe and Asia, than in all the other museums in the world. The Academy of the Mining Corps is rich in the minerals of Russia. It contains, also, models of all sorts of things relating to the working of mines. Underneath the establishment are artificial mines, with the plans for sinking shafts, running out galleries, &c., in order to give the some hundreds of

young men and boys who are here training to be miners, or rather engineers, an idea of their future work.

The new University, the Bourge, the Custom House, the Imperial Public Library, (which contains more than 200,000 volumes,) the Summer gardens, the Tauridan Palace, the Marble Palace, the Palace of the Grand Duke Michael, the two colleges for the education of young ladies, and many other things, ought to be visited by the traveller.

Many of the churches are worthy of being seen; particularly the Kazan, the St. Nicholas, and the Trinity. But of Russian churches I will speak in another place.

But let not the American traveller fail (as it is to be feared has been too often the case hitherto) to visit the two places for English preaching, every Sabbath while he remains in this city. One is attached to the British Embassy, where many English attend. The preacher is the Rev. Mr. Law. The other is the Sarepta, (Moravian chapel,) where the Rev. John Crombie Brown, of the United Secession church of Scotland, preaches twice every Sabbath. Mr. Brown has been in America, and is known, I dare say, to many of your readers, who will agree with me in thinking him a most worthy man.

#### AMERICANUS.

#### No. IV—ENVIRONS OF ST. PETERSBURG.

ST. PETERSBURG, July 26, 1837.—Notwithstanding the perfect flatness of the country immediately around St. Petersburg, there are some beautiful environs.

I have stated that the northern part of the city stands on two large islands. But in fact there are many smaller islands attached to these larger ones. Some of these are extremely beautiful. One of them is called Apothecaries' island, (wherefore, I cannot divine,) on which is the finest botanical garden that I have seen in Europe, excepting always that at Leyden, in Holland. Many acres are here laid out in the finest manner. What a pity it is that it is only monarchies which can do such things. As to our republic, the sovereign people are not willing to see a few thousands of dollars laid out annually for the promotion of such objects. But to return from this digression.

The island of Yelagen, (pronouncing the letter Y as in the word you,) in the same quarter, is also extremely beautiful. There is here a very neat and pleasant summer palace, which the present Emperor caused to be built, and then presented it to the Empress.

But we must go to some distance from St. Petersburg, if we would see all the pleasant summer residences which it furnishes to its inhabitants of the wealthier classes.

From nearly opposite Cronstadt, on the south side of the gulf, there begins a gently sloping ridge, if it may be so termed, or, more properly, highland, which runs parallel to the gulf of Finland, and near to it, up to St. Petersburg, and beyond it for a very considerable distance. When opposite St. Petersburg, it is distant from the city some six or eight miles. This highland is plainly distinguishable from the top of the Admiralty. Now nothing can be finer than the situation which this gentle ridge affords, all along the gulf, and even far to the southeastward, in its extent beyond St. Petersburg. And on this ridge, or its sloping side, stand many of the imperial villas, or country palaces, as well as many of the finer country houses of the nobles and rich merchants of St. Petersburg.

If we take a course down along the southern shore of the gulf of Finland, which I have just described, we come, before we pass the gate of the city, to the beautiful imperial villa of Catharinhoff, which is, in fact, part of the city. Then we pass through a beautiful gate, of brick and stucco, and painted in imita-

tion of bronze. Thence, after passing some villages, we come, at the end of some eight or ten versts, (a verst is about two-thirds of an English mile,) to beautiful summer houses, on each side of the way. Soon afterward the road comes near to the gulf, and here the summer villas are almost all on the left hand as you go from the city. Soon you come to the Palace of Constantine, which now appertains to the Grand Duke Michael.

At the distance of some 24 or 25 versts you come to a beautiful summer house on your right, and near to the water, called the *English Cottage*. This is the favorite residence of the present Emperor and his family during the summer, or, at least, a considerable portion of it. The house, grounds around, and every thing, resemble an English country gentleman's house.

Going on one or two versts more, you come to Peterhoff, which is the most beautifully situated of all the country palaces of the Emperor. It stands on what may be called a bluff, of some hundred feet in elevation above the gulf, which is less than half a mile distant, and to which a fine wide canal leads from the foot of the hill, immediately in front of the palace. The entire extent of low ground below the palace, up and down the bay, for a long distance, is covered with forests, and laid out with avenues, and interspersed with water-works, in the most beautiful manner. Immediately beneath the palace on the gulf side, is a fine group of water-works, which play all the time that the imperial family resides at Peterhoff.

In the midst of the forest of which I have just spoken, and to the left of the palace, and at the distance of nearly a mile from it, stands a small Dutch-looking country house, which Peter the Great built, and where you see every thing as he left it. There is the kitchen, with all the cooking utensils which were in it in his day. In one chamber is his bed, while in the ward-rooms are I know not how many embroidered coats, cloaks, &c., with hats of all shapes and sorts. Here Peter used to spend much of his time, when at Peterhoff. From here he could almost see the Swedes over in Finland, his mortal enemies, but whom he was not able to dislodge, from a country which reached to within less than 15 miles of his new and favorite capital.

The grounds on the other side of the palace of Peterhoff are not less beautiful, though far less extensive, than those on the side next to the gulf. The palace itself is long and narrow, built of brick, stuccoed, and painted white and yellow. The cupolas, on the centre and on the ends or wings, glitter with gold. The whole building, with its water-works, &c., must be seen, in order that their beauty may be fully appreciated.

Some four or five miles below Peterhoff, and equally elevated, stands the palace of the Grand Duke Michael, called Orandanbaum. The palace is of a crescent form; it is almost precisely opposite to Cronstadt. The gardens are very extensive and beautiful, and include in them a very tasteful Chinese house. From a sort of observatory, within these grounds, you may have an admirable view of Cronstadt, and the numerous shipping always lying there, as well as the opposite side of the gulf of Finland.

Twenty-four versts to the south, or rather southeast, of St. Petersburg, and on the same ridge which runs along the northern shore of the gulf, (as I have already described,) stands the imperial summer residence of Tzarsko Celo. The palace here is very beautiful. It is surrounded by many houses, and indeed presents to view, when seen from a distance, the appearance of a considerable village. This imperial residence owes its existence to Catharine the first, (the wife of Peter the Great,) but was enlarged and embellished by Elizabeth, and still more by Catharine the second. I cannot undertake to speak



particularly of this place, for want of room, though in many respects it is more interesting than Peterhoff.

But I must not close my notice of these imperial summer residences, without telling you that I arrived at St. Petersburg the day before the great fete at Peterhoff, (where the imperial family were,) in honor of the Empress, it being her birth day. This fete occurs on the 1st day of July, old style, that is, on the 12th of the month, as we reckon time.

Having received an invitation to attend at Peterhoff on this occasion, by means of a ticket, for which I was indebted to Mr. Clay, our late excellent chargé d'affaires at this court, I went down, with all the rest of the world, toward night. But the weather was so stormy, that the illumination and fire works were postponed until the next night, when, the weather being fine, they were splendid beyond any thing which you can conceive. But now as to what occurred the first night. This was all in the palace, and consisted of a vast assemblage of people; nobility, rich merchants, and common people. All the great rooms were crowded.

At nine o'clock the Emperor, Empress, and their two oldest daughters, Maria and Olga, (the crown prince was travelling in the interior,) made their entrance. The Emperor and Empress moved about every where among the people, without the least appearance of hesitation. They are, unquestionably, much beloved by their subjects. For two hours their imperial majesties, with the great officers of the court, ambassadors, generals, &c., with their ladies, walked what is called the Polish walk, which consists in following each other, with quick step, two by two, (a gentleman leading a lady,) through the crowded rooms, the Emperor, with some lady, leading the way. There is no great sense or enjoyment in such a movement as that, but it afforded a good opportunity of seeing the imperial family, and many other distinguished persons. The Emperor is a fine looking man, over six feet in height. He wore white pantaloons, with cavalry boots, a red coat, a military two pointed hat, with a high black and white plume. He is a fine, noble looking man, and seems capable of commanding men. By the way, I cannot think of any American who looks so much like him as our Mr. Buchanan, (who was, not long since, our popular ambassador here,) if he would only hold up his head straight on his shoulders. He was quite a favorite with the Emperor, and did much to re-establish our diplomatic character, which had well nigh been ruined by the mountebank capers of Mr. Randolph, who was unquestionably deranged during the greater part of his life. Mr. Wilkins, who succeeded Mr. Buchanan, was also popular, and I venture to predict that Mr. Dallas will be so too.

The Empress is an interesting woman, and much beloved. She resembles her family of the House of Brandenburg. The daughters are handsome, and, I am told, very agreeable. As to the other ladies of the court and higher circles, whom I saw on that occasion, some were very beautiful, the greater part moderately so, but all highly accomplished. But enough of Peterhoff and the fete.

#### AMERICANUS.

#### No. V.—JOURNEY TO MOSCOW.

Moscow, July 27, 1837.—The foreigner, who wishes to have any correct knowledge of Russia, must not think of stopping short at St. Petersburg. He must penetrate into the interior, and he must especially see Moscow, the ancient capital of the country, and even now hardly second to St. Petersburg in point of influence. St. Petersburg is a modern city, and resembles the cities of western Europe. The vast number of foreigners who have settled there, have given it, in some measure, a foreign character. For although the Russian population far exceeds that of all other countries, yet it was not so at first. And

even now there are 30,000 Germans, 3,000 English, 2,000 or 3,000 French, and I know not how many Finns. This foreign population even now exerts a great influence on the manners and customs of the people.

But in Moscow it is otherwise. This city, though greatly modernized since the great conflagration in 1812, when the French took it, is still a very different city from any in western Europe. It is, in fact, half-European and half-Asiatic. It is the connecting link which unites the people, the manners and customs, religions, &c., of the two continents.

It is for this reason that I resolved, on no account, to leave Russia without visiting the ancient capital of the Czars, in order that I might see in it what Russia once was, as I had seen, in St. Petersburg, an image of what she is rapidly becoming. Accordingly, on Monday morning last, I left St. Petersburg, in a diligence, for this city. The distance between the cities is 650 versts, or about 450 English miles.

The road from St. Petersburg is now excellent. It was commenced during the last reign, and finished during the present. I say finished, but this is not exactly the truth, for a number of the bridges on the southern half of it are not yet made, though they are all, I believe, in progress. They are making of granite, in a very substantial manner. In the mean while, temporary ones of wood are used.

This road is an exceedingly straight one. It was the intention of Peter the Great to make a perfectly straight road, but he did not live to accomplish the design. It is made by laying down trees, crosswise, closely compacted, and united at the ends by cross pieces. The whole is then covered over with sand and broken stone; and a better road it would be difficult to find any where. On each side is a wide space, of some 80 or 100 yards, which is cleared of timber, and covered with grass, in most places, for the benefit of the herds of cattle, horses, &c., which are annually driven from the South up to St. Petersburg. This is a capital idea; it enables the owners to drive vast herds without much loss, as the grass is abundant. All along this road, at distances of from twelve to thirty-five versts, the Government has established, or is establishing post-houses, where the diligences stop to change horses, and to allow the passengers to get refreshments. These post-houses are large, good looking, yellow or white buildings, being built of brick, plastered and painted. At these houses the passenger can generally get whatever he wishes, and at moderate prices, a tariff of which, in Russian and German, will be found hanging up in each. This is an excellent arrangement, and one that saves a foreigner from great imposition.

In some of the post-houses, the keepers of them can speak German, but in the greater part, by far, they can speak nothing but the Russ. Oftentimes the conductor also speaks only Russ. When this is the case, the traveller, who knows nothing of that language, is put to serious difficulty, if he has not a servant with him who knows the language of the country; or, unless there be some fellow-passenger with him who can speak English or French. This very often, though not always, happens. It is well for a foreigner, who visits Russia, even for a few weeks, to learn a few phrases in the Russ; it is not difficult to do it, and it will often be found extremely useful. Besides, it gives him greater consequence in the eyes of the Russians of the lower classes, (with whom he will chiefly have to do in travelling through the country,) who think that a man who does not know their language is a sort of brute or fool.

It is extremely cheap travelling from St. Petersburg to Moscow, and vice versa, in the diligences. These vehicles are owned by different companies, and opposition has so reduced the fare that it is now from 50 to 95 roubles, according to the place which you have. I had as good a place as I could have desired, and it cost only 65 paper roubles, including

meals, conductor's fee and all, that is, about \$13. This is, upon the whole, the cheapest travelling which I have ever made in a stage. These diligences travel fast. We came from St. Petersburg in about 78 hours, going day and night. And yet a vast deal of time was lost at the post-houses in changing horses.

The Russians drive much farther without changing horses, than is done in any other country which I have ever visited. It is common to go from 20 to 30 or 35 versts, that is, from 13 to 21 or 22 English miles. This is done on the Moscow and St. Petersburg road; but on the routes in the more remote interior, they even go far beyond that. Where the roads are good, they put only four horses to one diligence, always abreast, so far as I have seen. Sometimes they put in eight, having a second set of four horses before the first four. Arranged in this way, they recall to one's mind the accounts given of the chariots of the ancient Greeks and Romans.

The drivers make abundance of noise, but whip very little. There is much threatening, however, which the horses seem to understand perfectly. In general the diligence horses are pretty good-looking. And all, whether good or ill-looking, run far faster than a stranger would expect.

The road between St. Petersburg and Moscow passes through but few places of importance. The chief towns or cities on this road are Novogorod, about 180 versts from St. Petersburg, and Twer, about 160 from Moscow. Each has about 10,000 inhabitants. With the exception of the churches and a few principal houses, all the other buildings are Russian wooden houses, made of round and peeled logs, of a moderate size, with the end to the street, and generally of one story. The gables of these houses are commonly ornamented with carved boarding, and have rather a pretty appearance. The doors are seldom in the end next to the street. You must therefore enter a yard, by a gate adjoining the house, and thence go into the house. Several villages, built entirely in this way, stand on this road.

The country between St. Petersburg and Moscow is generally level. This is especially so for the first half of it, coming from St. Petersburg. As you approach Moscow, the country becomes more undulating, and better cultivated. In general, however, it is not well cultivated yet, but has the appearance of a new country. It is covered, in most parts, with forests of pine, fir, birch, &c. The soil is only moderately good until you come near to Moscow.

AMERICANUS.

### MISCELLANY.

*From the Farmer's Register.*

**MR. KYAN'S PROCESS FOR PREVENTING DRY-ROT, OR PRESERVING THE TIMBER OF RAILWAYS, BY THE USE OF CORROSIVE SUBLIMATE.**

[From the earliest annunciation of Mr. Kyan's discovery, we were impressed with the belief of its important value, and especially for rail-ways; and have already published in this journal the fullest known accounts of the process. But the most plausible theoretical schemes often are found opposed by the unforeseen and insuperable practical obstructions; and these failures are seldom announced as loudly as the earlier anticipations of success. Hence it arises, that, while new discoveries, alleged to be of great importance, are continually announced to the public, and may be heard of, not only in scientific and economical journals, but in almost every newspaper, we rarely meet with statements sufficiently clear or conspicuous, of the many failures of these discoveries, when subsequently attempted to be put to practical use, or of the fewer cases of practical success, or proofs of value afforded by time and experience. For

these reasons, we were both informed and gratified by hearing recently, in conversation with Mr. Totten, his opinion of the value of this process, and his estimates of the cost of application to rail-way construction; and, therefore, we requested of him a communication on the subject for publication, which has been since received, and is now given to our readers. Mr. Totten's acquirements, and practical experience as a civil engineer, give much weight to his opinions on this subject; and even if his estimate of the necessary cost is but one-fourth of the true amount, there would still be a prodigious saving of the expense of rail-ways, found in the adoption of this plan for preserving timber, and of being able to substitute other kinds of timber, that otherwise are so perishable as to be totally unfit for use.—*Editor of the Farmer's Register.*]

The discovery of an effectual preventive of dry-rot is no longer a matter of doubt. In England "Kyan's process" is now very generally adopted in preparing the timbers for all important buildings, for ships, and for the sills of rail-roads. Of how much more importance is this discovery to America, where timber is so abundant, and so generally used! Applied to the preservation of the timber used in the construction of rail-roads in this country, the discovery would be of incalculable utility. To show its utility in this particular is the object of the present communication.

The following account of the discovery is taken from the "Arcana of Science," for 1835.

"A gentleman of the name of Kyan, considering the well known anti-destructive qualities of corrosive sublimate, proposed to apply that active body to timbers, in order to secure it from the attacks of the formidable disease to which it has hitherto been liable, arising either from the action of the seeds of cryptogamous plants vegetating in the wood, or from the presence of the albuminous parts of the tree. He thought the evil might be stopped; that the commencement even might be prevented by the application of corrosive sublimate, in consequence of the chemical combination which takes place between the corrosive sublimate and those albuminous particles which Berzelius, and others of the highest authority, consider to exist in, and form the essence of wood; which, being the first parts to run to decay, causes others to decay with them.

"Mr. Kyan was so confident of success, that he submitted his proposition to the Lords of the Admiralty, who, in the first instance, required trials to be made, in order to prove the value of the application. These trials were made; and at the end of two or three years, their lordships advised Mr. Kyan to take out a patent, which he did.

"Dr. Faraday, (in a lecture on the subject,) exhibited to his auditors some of the pieces submitted to the trial by the Lords of the Admiralty, three years before, in the fungus pit at Woolwich. One specimen was a piece of timber, which came out, at the end of three years, as sound as it went in, while the unprepared part had decayed up to the very point. No portion of it had been left; it had decayed and become rotten throughout; but the other piece was left whole and sound, and fit for the construction of vessels.

"A large cube of wood, which had been there, in the first instance, for three years, found sound at the end of that period, and returned to the pit for two years more, making, altogether, five years, was taken out perfectly hard and sound. There was no sign of decay in that wood, which had been submitted to the rotting action for five years, nor of that destruction which seems to have come on so soon in the same pit with other pieces of wood.

"Sir Robert Smirk had a couple of posts put up under a dripping eave, and both were exposed to the same action. After a certain time, one of them decayed; the other still stands, having been preserved by the power of this substance.

"Mr. Faraday proceeded to detail a number of experiments which he had made, with a view to discover whether the effects of the corrosive sublimate might be injurious, and which had the effect of satisfying him that it could not be so; and, so far as these experiments went to strengthen his opinions as to its efficacy as a preventive of dry-rot, he says, that he is of opinion that the process would be effectual; and added, 'I think the



improvement so great, as fully to justify its extensive application."

"The experience of five years affords ample security for the success of the discovery. The trials have completely satisfied the minds of all who have interested themselves in the question. At present, the process has been adopted with the timber used in building the addition to the Temple, King's College, Clarksell Church, Westminster House of Correction, and Fishmonger's Hall, the National Gallery, the new works at the British Museum, and the warehouses of the East India Company. The London Dock Company have also adopted it, and many engineers connected with the Liverpool, Manchester, and Stanhope, Tyne and Wear railways, in lieu of stone sleepers."

A writer in the New Bedford Mercury says, that "he is personally acquainted with the ingenious inventor; has attended the lectures in London on the subject, and is satisfied of the efficacy of his plan."

"The timber to be prepared must be placed in a tank or vessel. A solution of corrosive sublimate is then thrown upon it until covered. The proportion, according to the inventor, is 1 lb. of corrosive sublimate, to 5 gallons of water. Pine planks are saturated in forty-eight hours. An oak stick, 40 feet long and 1 foot square, requires three weeks. Pieces of timber prepared with the solution of the sublimate, and unprepared pieces, the latter well seasoned, were placed in the 'rotten pit,' at the King's Dock Yard, Woolwich, in 1828. In 1831, the writer of this was present when they were withdrawn. The prepared timber was perfectly sound; the unprepared, although of the best English oak, was a mass of rot and decayed vegetable matter. The prepared timber was left on the ground, in the open air, six months, and then again placed in the rotten pit, with other pieces of well seasoned timber; at the end of two years the prepared timber was found quite sound, the seasoned very rotten."

"The rotten pit, at Woolwich yard, is a cave under ground, 80 feet long by 20 feet, and built by order of Government for the purpose of testing the efficacy of the various nostrums for preserving timber. The pit is lined, top, bottom, and sides, with vegetable matter in the worst possible stages of corruption, very damp, and full of carbonic acid gas. It is a perfect hot-bed; a candle will not burn in it a minute, so foul is the air of this subterranean chamber. In fact, no timber, although thoroughly salted, docked, or seasoned, will resist three months the powerful decomposing qualities of the 'rotten pit.' The specimens were placed on the bottom of the pit, and half-buried in the putrid vegetable matter with which the cave is kept supplied."

This experiment seemed so conclusive, that Government immediately paid the inventor £10,000, and advised him to take out a patent. He was ordered to construct tanks at all the dock yards, and the Government timber was immediately prepared in the above manner. It is found that a cubic foot of oak will absorb three pints of the liquid."

The Lords Commissioners of the Admiralty appointed, as commissioners of inquiry into this important subject, Captain John Hayes, B. Rotch, Esq., Professor Daniell, Dr. Birkbeck, and Alex. Copeland Hutchinson, Esq.

They report: "All the persons examined, who have used the prepared wood, are of opinion that the process renders the ordinary length of time for seasoning timber unnecessary. Sir Robert Smirke, however, thinks, that while timbers of large scantling may be used the sooner for it, still it would not supersede the usual length of time for seasoning wood for joiner's work."

"It was stated by Mr. Kyan, that the solution loses none of its strength, and becomes in no way altered, by the immersion of the timber; and the greater part of the solution in the tank, at the time of the commissioners' visit to Mr. Kyan's premises, was stated to have been in use some years."

"Two bottles of the solution, used for experiment, were sent to Professor Faraday, one having been filled before the immersion of the timber, and the other afterwards; and he has stated that they contain the same proportion of corrosive sublimate in solution."

"As to the salubrity of the process, the evidence proves it to have produced no ill effect upon the health of the workmen, who have used the prepared timber for ship building or other purposes. It, however, appears that great caution is requisite in preparing the solution, and in the use of the process."

The only doubt thrown upon the efficacy of the process is with regard to the "interior effect" it may produce upon large timber, on which point the Commissioners are "not agreed;" the extent to which the mercury penetrates the timber being "very limited." But, this "interior effect," it appears to me, is fully settled by experiment."

It is now ten years since the origin of this discovery, during which time experiments have been made in every possible way, in the rotten pit, under dripping eaves, in the confined holds of ships, and in the open air; and in every instance the prepared timber has remained perfectly sound, while the unprepared has "decayed and become rotten throughout."

On the point of expense, 1 lb. of corrosive sublimate is the proportion for 5 gallons of water, (some say 1 lb. to 10 gallons,) and one cubic foot of oak timber absorbs 3 pints of the liquid. The price of corrosive sublimate being 86 cents per lb., the material for one cubic foot of timber will cost 6 1-4 cents.

The expense of preparing the timber for one mile of rail roads, on the plan of the Petersburg and Roanoke road would be as follows:

3,500 cubic feet of railing at 6 1-2 cents,	\$227 50
6,000 do sills and keys, at 6 1-2 cents,	390 00
Tanks per mile,	70 00
Labor do,	75 00
Total,	\$762 50

It should be borne in mind, however, that any kind of timber may be preserved by this process. Therefore, any timber found along the line, possessing the requisite degree of strength and stiffness, may be used for the road. On this account a saving may be effected in general of about 150 dollars per mile."

The prepared timber may also be used to advantage in the construction of all the small drains under the road, by which means a saving may be frequently made of from three to five hundred dollars per mile. So that, upon the whole, the actual extra cost of the prepared timber may not exceed 250 dollars per mile."

Upon the Raleigh and Gaston, and the Greenville and Roanoke Railroads, this would be a fair estimate. With regard to the cost of repairs on account of rot upon a railroad, experience has taught us, that the second year after the timbers have been laid down, the evil from this source will have progressed to a degree which will render it necessary to replace many of the rails with sound ones; that, in about three or four years the sills also will begin to decay; and that, from that time forward, the expense of repairs from this cause will amount to about 400 dollars per mile. In addition to this, the accidents and delays occasioned by the perishable nature of these materials, are serious evils both to the railroad company and to the public, and every possible means should be taken to prevent their occurrence."

It appears then, from the above, that the actual cost of preparing the timber for a railroad will not, in general, exceed 250 dollars per mile. It appears, also, that the annual expense of repairs to a road, occasioned by rot, is about 400 dollars per mile."

How valuable then is this discovery. For a sum exceeding but a little half the cost of the repairs of a road for one year, the timber used in its construction may be preserved for many years; and, for aught we know, be made as durable as iron."

It may be proper to say something here, in relation to the time which would be occupied in preparing the timber for a railroad, by this process. With two tanks to a mile, 5 by 6 feet, and 25 feet long—upon which supposition I have founded my estimate—all the timber necessary for a single track could be prepared in about fifteen weeks. On this score, therefore, there would be no impediment to the work."

It is hoped that railroad companies will no longer hesitate to adopt this method of preserving the timber for their roads. The experiment, at least, should be tried by every one interested in the subject. So far as my humble opinion is concerned, I think, with Dr. Faraday, "the improvement so great, as fully to justify its extensive application."

G. M. TOTTEN.

[The foregoing article having been re-published in the Philadelphia National Gazette, Mr. TOTTEN addressed to the editor the following additional observations on the subject:]

An article on the application of "Kyan's process for

preventing dry rot" to the timber used in the construction of railroads, communicated by me to the "Farmer's Register," having been re-published in the National Gazette of the 10th inst., a few additional observations seem to me to be required.

That article was written especially for the section of country in which it was first published, where all the roads which have yet been made are graded only for single tracks, and the superstructures are composed of timber, capped with plates of iron. In this section, where more expensive works are sometimes constructed, and more durable materials employed, the subject does not at first come so directly home, in all its bearings, as it will upon more particular investigation.

A *permanent work*, so far as is practicable within the means of the State, corporation, or individual, executing it, is of the first importance and the universal aim. With this view, for a long time, timber was entirely thrown aside in the construction of railroads designed to be of this class, and various plans, involving every possible combination of stone and iron, were devised and put in operation.

But the wear and tear of cars and engines upon railroads composed of such rigid materials, and the difficulty and expense of keeping those roads in repair, have been found to be so enormous, that stone is now almost entirely abandoned in the plans of new works, and timber makes a component part even of those which are intended to be the most perfect. So that, at the present time, very commonly in England, and almost universally in our country, wooden sills and iron rails form the first class of railroads, and entire wooden superstructures, with iron plate rails, form the second class.

*Economy* has led to the adoption of the latter kind of railroad very generally in this country; and *experience* has proved that, in a mechanical point of view, it is far preferable to the former. The superior connexion of its parts into one complete whole of which the material admits, and the comparatively small liability of its becoming deranged by climate, settlement of the banks, or any other evil to which works of this kind are exposed, decay excepted, places it first of all in the scale of usefulness. Then, to preserve from decay the timber which enters so largely into the economy of these works, and thus rendering this *simple*, and, to us, most *convenient* plan of road, one of the most *permanent*, as well as the most *useful* and *economical*, is of the utmost consequence.

That this can be done, is placed beyond doubt by the experiments which have been made in England, for the last ten years, upon 'Kyan's process,' and the full confidence reposed in it by men of science, in that country, who have witnessed its operation.

How long the prepared timber will last, in comparison with the unprepared, has not been ascertained. All that can be said on this score is, that no prepared timber has yet been known to decay, although it has been subjected for years to a deleterious atmosphere, where unprepared timber always decays in a few months. For all the purposes of railroads, therefore, we shall not err in classing it with the most *durable materials*.

In the article published in the Gazette, it is shown that the expense of preparing the timber for a railroad, on the plan of the Petersburg and Roanoke road, (and the same estimate may be applied to *single track* wooden roads in general,) will be \$762 50 per mile; which, by various expedients therein mentioned, it is assumed, may frequently be reduced to \$250 per mile. But, suppose no reduction is possible, still great benefits are to be gained at a very small expense.

By the application of this process to its full extent, the savings in *first cost*, in railroads of the first class, or what are usually denominated permanent roads, may be put at 3000 dollars *per track* per mile, or 6000 dollars per mile for a double track road; and the *annual saving in repairs*, taking the Columbia and the Portage Railroads as standards, must be at least 200 dollars *per track* per mile. At the same time, as has been said before, that we have a better road.

These roads, however, have *stone blocks* for the rails to rest upon, with only an occasional sill of timber, and therefore, do not afford a fair criterion on which to estimate the repairs of the road of this class, constructed at the present time, which would have all its sills of timber. But the repairs of a road, even of this kind, supposing also the sills to be of prepared timber, would exceed, by a considerable amount, the repairs of a road

composed entirely of that material, for reasons which I have before given.

Viewed in any light, the subject is of the greatest consequence to this country, and I trust it will be followed up by experiment and investigation as it deserves.

G. M. TOTTEN.

Philadelphia, October 17th, 1837.

**EGYPTIAN NAVY.**—At the beginning of the present year the effective naval force of the Pacha of Egypt consisted of 29 vessels of war, mounting 1428 guns, and manned by 14,610 men. Of these vessels, 8 are ships of the line, viz—two of 104 guns each, four of 100 guns each, one of 96 guns, and one of 82 guns. The frigates are 7 in number viz.—one of 64 guns, five of 60 guns, and one of 54 guns. The sloops of war, 4 in number, mount 22 to 24 guns each. The brigs of war mount from 18 to 10 guns each. Two steamboats are armed with heavy carronades. The crews of the armed transports comprise 1080 men, and the workmen in the arsenal are 4,500—making a total of 20,190 men engaged in the naval service of the country.

**SURVIVORS OF THE EXPEDITION OF LA PEY-ROUSE**—The Journal de la Marine et des Colonies states that an American captain, named Morell, has written to inform the *Société de Géographie* that, in the course of his voyages in the South Seas he has found two of the children of the surgeon attached to the above expedition; and the minister of marine has desired to be furnished with every particular collected concerning them, together with the precise latitude and longitude of the island in which they were found.

#### *Items from late English Papers.*

**BREAD FOR HORSES.**—Every one knows that the nutritive qualities of corn are much injured by being sodden with cold water; by what chemical process this deterioration is effected it is not for us to inquire. The fact is sufficient for us to suggest whether it would not be advisable, where any such corn is to be employed this winter in the fattening of stock, to have it ground, made into loaves, and baked. Cookery, that is, the application of heat in some form or other, improves the nutritive qualities of grain—and never was there more need of it than at present. In an extract from a Paris paper, it is said to have been proved by experiments, that 1000 kilogrammes, or 2205 pounds of oats, made into 430 loaves, and two of these loaves given daily to a horse, will keep him in better condition than six times the same quantity of oats given him in a raw state. The expense of fuel is the only consideration to be put in the opposite scale, and this is an estimate which every farmer can make for himself. But the mere grinding of the grain, or the destruction of its texture, by making it pass through rollers, is of great advantage to the animal which eats it, by facilitating his means of digestion.

**MILITARY ANECDOTE.**—Lieut. Col. Brown commanded the 28th at Barossa. He was said to have purposely allowed his regiment to be surrounded.—Most officers would have felt nervous in such a situation; but it is reported that Brown addressed his men thus—"Twenty-eighth, what confoundedly lucky fellows you are! This day you must either be extinguished or distinguished. Do as you like." The 28th took their Colonel at his word, the rear rank faced to the right-about, and repulsed the enemy. And now the 28th wear the number of the regiment both in the front and back of their chakos.

**PORTSMOUTH, (England,) Nov. 10.**—The trial of sailing between the Pique and Independence is pithily told in the following few words from an officer:—"We beat the American frigate very considerably in working out to the eastward of St. Helena. After we bore up and stood down channel right before the wind, the American seemed to hold her ground better, though at daylight this morning, (Sept. 20,) she was very far astern of us."



## SELECTED POETRY.

*From the New York American.*

MUSINGS, BY FLACCUS.

## THE WRECK OF THE "HOME."

On Hudson's noble waters  
A sea-bound vessel rides,  
Of graceful mould, and seeming strength,  
To rule, and scorn the tides.

And crowds her sides are climbing—  
Who could forbear to roam  
In halls so gay, on keel so fleet  
As thine, ill-fated "Home?"

Sweet name, to tempt the wanderer  
That seeks his native shore—  
But few that part from land in thee  
Shall ever find it more.

Beware her treacherous beauty!  
Tread not her brittle deck—  
For in your bitterest hour of need  
'Twill part, a faithless wreck.

Turn back! thou reckless parent—  
Oh! will thy precious child  
Sleep sweeter, rocked in surges' arms,  
Or hushed by sea-blasts wild?

Whither, thou aged matron?  
Is life so little dear—  
Comes death not near enough to thee,  
That thou must seek him here?

Brave not the seas, ye brothers!  
Can friendship baulk the main?  
Be your love links of adamant,  
The wave shall snap the chain.

Bright bud of opening beauty!  
Sweet maid of gentle heart—  
The pride—the solace of all friends—  
Thou must not hence depart!

The sunken rock will bruise thee,  
The wintry waters chill;  
Those lips will quaff the bitter brine—  
Oh! stay in safety still.

Heaven has like thee too many,  
To need another there;  
And weedy earth, alas! too few  
Such flowers as thou, to spare!

Ere sorrow's night can lower,  
Young spirit, thou shalt flee—  
Bright, sudden—as the star of eve  
Drops, glittering, in the sea!

Frail bark! thou'rt doomed to curses  
From many a widowed heart,  
When thy rent ribs shall strew the shore—  
Why wilt thou, then, depart?

She's off, like restive courser!  
And, eager for the main,  
With trampling wheels, and panting breath,  
Bounds o'er the billowy plain.

Joy fills the home-bound traveller,  
His treasures soon to greet—  
Kind hearts, dear voices long unheard,  
Bright smiles and welcome sweet.

But hark! the winds are blowing  
Their tempest trump—and high  
The driven billows heave, and foam,  
And storm clouds scour the sky!

A gale! a gale, young sea-boat,  
Would try thee, though of steel!  
At every flap of saucy wave  
She quivers to her keel.

A leak! God give them courage!  
This is no time to shrink;  
Rouse! every man—even woman's hand  
Must struggle, or they sink.

In vain! the gathering waters  
Stream through her shattered frame—

Her plunging wheels are mired in brine—  
Quenched is her vital flame.

Now spread all sail! good seamen—  
Back! on the track ye've crossed—  
Last hope—and drive her on the beach!  
Speed! speed! or all is lost.

Fast flying toward the breakers,  
Through darkness, gust, and rain,  
She rushes blindly on—she strikes!  
Her back is broke in twain.

Down in the boiling waters,  
With screams and strife, they slide;  
And, from the fragments where they cling,  
Drop, beaten by the tide!

Now comes the final struggle—  
The yell, the gasp, the leap—  
The weak, convulsive, clench the strong,  
And drag them down the deep!

Hast failed to reach thy haven,  
Bright maiden, homeward bound?  
Ah, no! yon starry shores can tell  
Thy port—thy home is found.

Bruised, shivering, on the pebbles,  
A few are flung alive;  
And turn to hark, through winds, and waves,  
If they alone survive.

But, mid the roaring tempest,  
No sounds upon them break,  
Save the deep groan of failing strength,  
And the sharp, gurgling shriek!

Howl! howl! ye struggling billows,  
And drown that piteous moan—  
Ye ne'er, in all your murderous course,  
A fouler deed have done!

## THE SAILOR'S HOUR OF PRAYER.

BY MISS D. L. NIX.

*(At sea, Sunday morning, May 8th.)*

'Tis the hour of prayer,—'tis the hour of prayer!  
For morning breaks, and the breezy air  
Just curls the crest of yon gathering wave,  
As onward it comes, our bark to lave.

O sailor boy, wake and send up to Heaven  
The incense of praise for blessings given!

'Tis the hour of prayer,—'tis the hour of prayer!  
The sun rises high, and the wind sets fair;  
Broad swell the sails, as in power and pride  
They waft us swift o'er the surging tide.

O sailor boy, kneel, and with vows sincere  
Render thanks unto him who preserves us here.

'Tis the hour of prayer,—'tis the hour of prayer!  
Bright glows the west, and radiantly there  
Beams the evening star, true hearts to tell  
Of the dear ones left in the home loved well.

O sailor boy, chaunt the sweet vesper hymn,  
And God bless thy soul, and preserve thee from sin.

'Tis the hour of prayer,—'tis the hour of prayer!  
The watch is set, and the charge is shared;  
Night's star-spangled banner waves widely unfurl'd,  
To curtain in rest the o'er wearied world.

O sailor boy, sailor boy, ere thou dost sleep,  
Give praises to him who thy soul still shall keep.

'Tis the hour of prayer,—'tis the hour of prayer!  
The tempest rolls wild and red lightnings glare;  
The thunders crash hoarse through the echoing sky,  
And death and destruction are hovering nigh.

O sailor boy, now is thy hour of need;  
At the throne of God's mercy with fervency plead.

'Tis the hour of prayer,—'tis the hour of prayer!  
The danger is o'er—we banish all care;  
And we list to the moans of the hurtless blast,  
Unappalled, now its force and its terrors are past.

O sailor boy, kneel, and add praise to thy prayers,  
That the life may be blest which God graciously spares,

## WASHINGTON CITY;

THURSDAY, .... NOVEMBER 30, 1837.

THE GEDNEY CHANNEL.—We have watched with interest the proceedings of the Common Council of the city of New York, that we might learn what would be the nature of the compliment to be offered to Lieut. Gedney for his important discovery. All that we can gather, so far, is the following from the proceedings of Monday, the 20th inst:—

Alderman Paterson made a long report from the Special Committee on the subject of the discovery of Gedney's channel. The report is accompanied by letters from several naval officers, all concurring in the statement that Lieut. Gedney is the discoverer. The report closes with a resolution, that the Mayor and the Committee make such compliment to Thos. R. Gedney as they may think proper, and that one thousand dollars be appropriated. The report was laid on the table.

In publishing the extract from the journal of an officer of the U. S. ship North Carolina, we regret that we cannot accompany it with the drawings connected therewith. We shall, however, bear them in mind, and if possible have them lithographed or a wood cut made, with references which will be easily understood.

## ITEMS.

It has been computed that not less than ten thousand persons have visited the Pennsylvania during Saturday, Monday and Tuesday of last week. The civility that has been extended to them by Commodore STEWART and his officers, is truly characteristic of true hearted seamen.

A frigate-pelican, or man-of-war bird, was caught at Buffalo, on the 5th instant, measuring fourteen feet from tip to tip of its wings, although in body scarcely larger than the largest gull. It was exhausted, so as readily to be taken, and is supposed to have been driven so far inland by the severe gale of that day. This bird is scarcely ever seen out of the tropics.

The schr. Blooming Youth, commanded by Captain Mitchell, concerning whom so much has been said of late in the papers, in connection with the reported piracy upon the ship Susquehanna, arrived at Mobile on the 17th inst. from Key West, in charge of an officer of a U. S. revenue cutter.

A letter from Havana, published in the Norfolk Beacon, says:—

"As soon as the U. S. Consul here gave information of the reported capture of the Susquehanna, orders were issued for sea, and in sixteen hours from the reception of the news, the Ontario and St. Louis were under way for the Double Headed Shot Keys and Bahama Banks."

The Chamber of Commerce of Baltimore have forwarded to Washington a memorial praying the establishment of a Coast guard. The measure is one of great utility and will, we hope, meet the ready acquiescence of the government.

Recent advices from Tampa Bay state that the troops collected at that place, amounting to 2,000 men, had marched into the Indian country.

## ARRIVALS AT WASHINGTON.

Nov. 21—Assistant Surgeon B. M. Byrne, Gadsby's.  
24—Lt. Col. H. Stanton, Qr. Mr. Gen. Macomb's.  
30—Major Gen. W. Scott, Gadsby's.  
Lt. Col. J. G. Totten, Engineers, do.

## PASSENGERS.

NEW YORK, Nov. 20, per ship Orbit, for St. Croix and Kingston, Jam., Coma'r. W. A. Spencer, of the navy, and lady.

Nov. 24, per ship Poland, for Havre, Lieuts. J. A. Dahlgren, and Richard L. Page of the navy.

NORFOLK, Nov. per steampacket South Carolina, from Charleston, Capt. J. R. Vinton, of the army, and W. F. Smith, of the navy.

Nov. 20, per barque Irene, to join the Mediterranean squadron, Lieut. F. B. Ellison, of the navy.

CHARLESTON, Nov. 18, per brig Lawrence from New York, Lieut. J. L. Ring, of the navy.

Nov. 20, per steampacket Georgia, from Norfolk, Captain D. D. Tompkins, and Lieut. R. Anderson, of the army, and 99 seamen.

## COMMUNICATIONS.

*Extracts from the Journal of an officer on board the United States Ship North Carolina.*

Vessels, on leaving the United States for Rio Janeiro, Cape Horn, or for the Cape of Good Hope, should run for the parallel of 30 deg. N., and the meridian of 40 deg. W. After which, if bound around Cape Horn, or to Rio, steer to cross the Equator between the long. of 23 and 26 deg. W.; but if to, or around, the Cape of Good Hope, cross the Equator between 18 and 23 deg. W.

After leaving the latitude of 30 deg. N., and longitude of 40 deg. W., should the sun be near his northern solstice, and the moon, at the same time, also, in a high northern declination, you may count with certainty on getting the N. E. trades before reaching the latitude of 25 deg. N.; and sometimes you may look for them as high as 28 deg. N.; but, in these cases, you will as certainly lose them before reaching as low as 5 deg. N.; when you will have, for two or three days, and perhaps longer, calms, light airs, and heavy rains, and then, somewhere between the second and fourth degrees of north latitude, you will get the S. E. trades.

But should the sun and moon have both a high southern declination, you need not look for the N. E. trades before arriving at the parallel of 22 deg. N.; and not unfrequently as low as 19 deg. N.; and, at these times, you will carry them with you nearly to the Equator, and, oftentimes, to 1 deg. and 1 deg. 50 min. S; where, after a few days of baffling winds, light airs, and calms, with less of rain than when to the northward of the line, you will get the S. E. trades in from 2 to 2 deg. 30 min. S.

After having crossed the Equator, if bound to Rio, make allowances for a northwesterly current, which sets at a rate of from 20, 25, 30, 35 and 40 miles in 24 hours; and steer to make Cape Frio. It is a high and rugged promontory, which may be seen from 30 to 40 miles on a clear day, and is one of the most remarkable headlands, as well as the most important landfall, on all this part of the coast, and cannot easily be mistaken. On approaching, it has the appearance of two paps, or hummocks; and on the western one is placed a revolving light of two minutes duration, presenting its illuminated side for 40 seconds, and its dark side for 1 min. 20 sec. The water about the cape is deep, as is also about the islets in its vicinity. It is in the latitude of 23 deg. 1 min. 2 sec. S., and the longitude of 42 deg. 3 min. 15 sec. W.

After rounding Cape Frio, vessels should steer due west, keeping about nine miles from the coast, which, between it and the entrance of Rio, is low and sandy; but, at some distance inland, rises to a considerable height. About thirty-three miles to the westward of Cape Frio is Cape Negro, the only conspicuous point along the beach; beyond it, at about twelve miles W. by S., are three little islets, called the Maricas, which lie three miles off shore, and are twelve miles E. by S. from the entrance to Rio Janeiro. Just to the southward of the entrance to the harbor, in lat. 23 deg. 3 min. 30 sec. S., is a small low island, called



Raza, distinguished by a fixed light; and two miles more to the westward, is another, more elevated, named Round Island, and which is always to be seen before Raza Island can be distinguished, unless it be night, and then the light upon it discovers its position first. With these islands in sight of you, to the westward, the Maricas Islands lie in a direct line with each other, N. by E. and S. by W., and may be passed with safety by giving them a birth of half a mile, or less. There is no danger to be apprehended from currents, for they do not set upon, but along the coast, and its effect is only to retard or to facilitate a vessel's progress.

The formation of the mountains, viz., the Corcovado, Gavea, Two Brothers, and the Sugar Loaf, just to the westward of the entrance to the Harbor of Rio, is remarkable for the peculiar resemblance they bear to a man lying upon his back, with his head to the W. S. W., and his feet to the E. N. E.

Immediately at the entrance is the Sugar Loaf mountain; and as there are several of this shape along the neighboring coast, it may be distinguished from them by the inclination of its summit to the westward. Steering up for the Harbor, keep Raza Island upon your larboard bow, bearing from West gradually to S. W., until you have come up with the little islands to the northward, which lie in a line with each other, N. E. and S. W., called Father, Mother, and Child; then haul in direct for the Sugar Loaf, whose base is situated immediately at the entrance. In rounding Father and Mother, the entrance to the harbor is not yet visible, but in proportion as you draw the Sugar Loaf to the Northward of you, the gorge opens, and through it is beheld the broad expanse of the most magnificent bay in the world, the sublimity and surrounding scenery of which surpass alike pictorial as well as verbal description.

The immediate entrance is a little less than three-fourths of a mile wide, with the Sugar Loaf to the West, and Fort Santa Cruz to the East, between which is the bar, having seven fathoms for its least depth of water. The entrance between St. Ioao and Square Island, which is situated immediately in the passage, should never be attempted, although the greatest depth of water is to be found there; the narrowness of the channel, the likelihood of the wind becoming baffling under the Sugar Loaf, the irregularity of the currents, with the rockiness of the bottom, (if compelled to anchor,) render it dangerous, if not impracticable. The *true channel* is on the eastern side of Square Island, keeping Fort Santa Cruz close aboard, from abreast of which the water gradually deepens from seven to twenty-one and twenty-five fathoms; and, when a little inside of it, the ship's head being N. N. W., soundings are lost, for a short distance, with the hand lead line.

Passing Fort Villaganhon, situated on an island of that name, to the eastward, steer N. W. till its flag-staff is just open to the westward of the Sugar Loaf, when you will have the best anchorage for vessels of war, abreast of the city, in thirteen fathoms water, S. E. of Rat Island, distant about the half of a mile. There is a rock, level with the water, one and three-fourths miles North of this anchoring place; it is about three cables' lengths from Hatchet Island, in an E. N. E. direction, is circular, and about a cable length in diameter.

In mooring, the starboard bower should be laid down to the S. W. and the larboard to the N. E., so as to preserve an open hawse to the entrance. There is a regular land and sea breeze; the former blows from N. to N. E., and the latter from S. W. to S. E. No pilots are to be met with off the harbor, for as there are no hidden dangers, they are not requisite. Water can be had in abundance, and with great expedition.

On leaving Rio, if bound around Cape Horn, steer directly for Cape Blanco, passing it at a distance of from thirty to fifty miles, or even making it, if you

please. It is in lat. 47 deg. 14 min. 45 sec. S., and long. 65 deg. 56 min. 40 sec. W. After which, shape your course for Cape St. Diego, the Straits of Le Maire, or Cape St. John, passing, by all means, between the Falkland Islands and the main land, and on either side of what is called L'Aigle Shoal. This shoal is reported to have been seen by one or two persons, and by them is laid down in the latitude of 51 deg. 47 min. 30 sec. S., and long. 65 deg. 1 min. 15 sec. W. It is said to be two hundred yards in length, North and South, and about fifty yards in breadth, having from two to nine feet water upon it, and may be passed with safety, either by night or by day, as the noise of the breakers upon it can be heard for several miles, and will always be a sufficient warning of a vessel's too near approach. Upon the existence of this shoal, however, there are conflicting opinions, it having been sought for by many, but never found.

By passing inside of the Falklands you avoid a great deal of bad weather, have smoother water, better winds, and are in no danger of falling in with bergs or fields of floating ice, which make it dangerous to run in the night. Besides, the winds to the southward of the Falklands are mostly from the southwest, and, by being well inside of those islands, you can make a very good slant apast Staten Land.

The doubling of Cape Horn has too generally been looked upon as something prodigiously dreadful. It is a mere bug bear, and not the one-half so dangerous as the northeast coast of North America, during the winter months. It is true, there is more or less boisterous weather to be met with off Cape Horn, and, as the winds blow seven-tenths of the year from the westward, it obliges a vessel to be close at it nearly the whole of her passage around, and which causes her to feel it more sensibly than if steering with flowing sheets, even in a much stronger blow. Besides, there is a great deal of gloomy and overcast weather, the sun not making his appearance, sometimes, for weeks at a time; and, as there is a strong easterly current, the passage is rendered slow and tedious. Few, if any, vessels complain of bad weather on their return from the Pacific; and why? because they have, mostly, favorable winds, fair currents, and a speedy passage. And though a vessel may have a strong gale, it is not so sensibly felt, because running from it; for it is well known that what might be called a stiff topgallant breeze, when going free, would bring a vessel under her three reefed topsails when close at it.

The true principle of doubling Cape Horn is, before coming to Staten Land, or just after having passed the Falklands, to make your vessel as snug as possible, by housing the guns, sending from aloft all top-hammer, unreeving studdingsail gear, sending down royal yards and studdingsail booms; and when you have come up with the Straits of Le Maire, if it be day, and you have a fair wind, run through, keeping about midchannel; there is not the least danger in the world, for, as said before, if you have a favorable wind, the passage can be made in two and a half hours, and there is no possibility of being caught on a lee shore, let the wind come out as it may. If your vessel be the noble Pennsylvania herself, she will glide through as safely as tho' she were but a sloop, and much more easily than passing from out of the Straits of Gibraltar; yet whole fleets pass through and perform the latter, and without being in the least alarmed, or apprehending any very extraordinary danger! The truth is, it is natural to follow the beaten track, and few there are that will not consider it a responsibility to navigate places not universally frequented; and, by consequence, many near cuts and safe passages are passed by unnoticed. After having gotten through the Straits of Le Maire, or, if the weather would not permit of its passage, around Staten Land, hug the coast all along, making the southern extremity of Hermit's Island, if possible, and

passing inside Diego Ramirez, keeping close along the land while the wind will permit; and when it will not, always observing to keep upon that tack by which you can make the most westing, carrying a press of sail to enable you to do so speedily, and to overcome the strong easterly currents which always set upon and along the coast of Terra del Fuego, and which make it advisable for vessels to be well assured of having reached at least the longitude of 79 or 80 degrees West before attempting to make their northing. Many vessels, after having been obliged to run by dead reckoning for three or four days, not being able to get a sight of the sun, have supposed themselves as far West as 78 or 79 degrees, and have steered North, when, to their surprise, they have made the land upon the southwestern part of Terra del Fuego, believing, all the while, that they were far enough to the westward to have cleared its most western extremity. If you are enabled to get several good lunar observations, or a good set of chronometer sights, by which you can determine your positive position, 79 or 80 degrees west, is as far as is necessary to go before edging away to the northward; but if you cannot see the sun, and are obliged to navigate wholly by dead reckoning, it will be well to keep to the westward until it gave you a longitude of at least 86, 87, or 88 degrees. The probability then is, that your positive westing would not be higher than 79 degrees, which, however, is far enough to take you clear of all danger of drifting upon the coast of Terra del Fuego, provided you are not obliged, afterwards, to steer to the eastward of North. And it will also enable you to pass the coast of Chiloe, by giving it a wide berth, which would be prudent, as it is not unfrequently the case that the hardest weather and severest gales are experienced off this island. It is an old saying, that

"If Cape Horn should let you pass,  
Chiloe will bring you up at last."

Having gotten to the northward of Chiloe, you may fairly consider yourself into the Pacific, and look for mild and gentle weather, corresponding to the meaning of the word from which the ocean takes its name. The studdingsail gear, light spars and sails may be sent aloft with perfect safety, for a gale of wind is of rare occurrence. And, if running up for Valparaiso, steer in for the land, keeping at about fifty miles off, some parts of which may be seen at a much greater distance. It would be well to make the island of Mocha, and, by all means, to run inside of what is called Yellow Water Reef, which, by the by, is no reef at all, for, by the best information given me by several intelligent whalers, and other sea captains, who have frequently, and again and again, passed over the spot, which is in lat. 36 deg. 45 min. S., and long. 76 deg. 28 min. W., I learn that although the water is somewhat discolored, yet no bottom is to be found. If you keep broad off the coast, passing outside the Yellow Water until nearly up with Valparaiso, you will have mostly northwesterly winds, and be constantly enveloped in dense hazy weather, which will make the passage long and tedious; while inshore of you will be fair and clear weather, with light southwest and southerly breezes.

The time is not far distant when the passage to the Pacific, by the doubling of Cape Horn, will be almost totally neglected, and that by the straits of Magellan universally adopted. I am aware that this idea will be looked upon as chimerical; but how many thousands of things have come to pass, and been rendered practicable, which at first were scarcely thought of as problematical. The passage through the Straits of Magellan averages from three to five days, and is easy and perfectly safe; while that by the way of Cape Horn, from Cape Virgins on the East, to Cape Victoria on the West, sides of South America, is from 15, 20, 25, 30, 35, and 40 days; and although not dangerous, is any thing but pleasant. It is to me perfectly absurd to send schooners, brigs, and sloops,

to the Pacific, by the doubling of Cape Horn. And after the passage through the Straits of Magellan shall have become better known, its absurdity will appear to every one in its true light.

#### EXPLORING EXPEDITION.

In looking over the list of the appointments to the Scientific Corps, to be attached to the Exploring Expedition, I was greatly surprised to find that it did not include any one of the medical officers of the U. S. Navy. My surprise was increased when I recollected how often I had heard the scientific attainments of the medical officers highly praised by their brother officers, and by others (not in any way connected with the navy, and not therefore influenced by prejudice,) who were well qualified to judge. Can it be, that those who expressed such favorable opinions of the medical officers of the navy could be altogether mistaken? Or, is it that those, who have the direction of this expedition, are ignorant of their capabilities? If you, Mr. Editor, or any person who is completely *au fait*, as to the reasons of this entire exclusion of the medical officers from any of the scientific employments in the corps attached to the Exploring Expedition, would give an *Enquirer* the necessary information, you would confer a favor.

We are aware that, in the French Expeditions of Freycinet, Dumont, D'Urville, Duperry and others, and in the English Expeditions of Parry, Franklin, and others, the medical officers were the principal naturalists; and can it be possible that the medical corps of our navy embraces no men of scientific acquirements? No one who could fill the situation which the correspondent officers of other navies have hitherto, and do still fill? Tell us, Mr. Editor, if you can.

AN ENQUIRER.

#### DOMESTIC INTELLIGENCE.

##### SEMINOLE WAR.

ST. AUGUSTINE, Nov. 14.—The Florida returned from Mosquito on Sunday last.

Brig. Gen. Hernandez and suite came passengers. Twenty-one negroes belonging to Messrs. Cruger and Depeyster, Major Heriot, and the estate of Major Woodruff, were brought up in the Florida. The negroes state that a large number of Indians are assembled near Indian River, ready to fight.

Two Indians were brought into town yesterday, who were captured on the West side of the St. John's. They confirm the report of the negroes, who were brought from Mosquito, that the Indians are concentrated and waiting for a fight. They say they are in number 2,000.—*Herald*

The remainder of the Cherokee Delegation arrived in this city last week. They are the bearers of a talk from John Ross, an influential chief of the Cherokees, to the Seminoles. They have authority to convey, unharmed, any of the Seminole Chiefs, who may desire to visit the City of Washington, for the purpose of concluding a treaty.

The delegation had an interview with the Chiefs in the fort on Saturday. We understand that this interview was strictly confined to professions of friendship between themselves. We further learn that these Chiefs were delighted at the interview, and are sanguine as to the favorable result of their undertaking.

The Seminoles are little inclined to treat, we think, except to procrastinate, and of such treaties we have had enough,—*ib.*

The following is a list of officers, belonging to a detachment of the 2d dragoons, arrived in camp about a mile from Jacksonville, Oct. 31st.

Col. D. E. Twiggs, commanding.

Capt. W. W. Tompkins.

Capt. E. S. Winder.

Capt. W. M. Fulton.

Capt. L. J. Beall.



Lieut. E. D. Bulloch, A. A. Q. M.

Lieut. R. B. Lawton.

Lieut. N. Darling, Act'g Adj't.

We were surprised to witness the fresh and healthy appearance of this body of officers and men, after so long, and at times, difficult a march. The condition of the horses at the same time, struck us forcibly as evidencing a high state of order and attention in Lieutenant E. D. Bulloch, who acted as quartermaster.

The detachment left Jefferson Barracks, Mo., September 5, and marched through Illinois to Shawneetown, crossing the Ohio, thence through a portion of Kentucky to Nashville, Tennessee; thence over the Cumberland Mountains, crossed the Tennessee river to the Look-out mountain to Ross's landing, thence through the Cherokee country to Milledgeville, Geo; thence to this place, marching, from an accurate account, 1,200 miles in one month and 25 days.—*Jacksonville Courier.*

**INDIAN EMIGRATION.**—The entire tribe of Chickasaw Indians has emigrated from Alabama. The North Alabamian, printed at Tusculumbia, states that the tribe left that place previous to the 10th instant, under the charge of Col. Upshaw, the emigrating agent, and that they had arrived at Memphis, where they would embark in steamboats for their new homes. The place of their destination is bounded by the Red river on the south, and the State of Missouri on the east. It was selected, about twelve months ago, by a delegation of the Chickasaw Chiefs, and purchased by the Government, for the sum of \$550,000. The country is said to be a desirable one. The Alabamian adds:

"In taking leave of our red brethren and neighbors, we render them no more than a just tribute to their merit, when we say that they have always stood deservedly high as a nation of Indians. They have been, both in profession and practice, the friends of white men. In war, they have always been found enlisted in the cause of the Government, and not unfrequently their blood has been spilt in support of the cause of civilized man."

**PHILADELPHIA, NOV. 24.**—The German company of Florida Volunteers, commanded by Captain Korse-rits, embarked yesterday on board the ship Charles Wharton, which also takes out Captain Barker's company. The German Volunteers are about sixty in number, and have a very military appearance. They were escorted to the wharf by the second company of German Washington Guards, Captain Bohlen, with their fine band.—*Pennsylvanian.*

Considerable inquiry having been made, as to the body of volunteers about to leave this city for Florida, we have taken some pains to ascertain a few particulars in relation to them. About 500 have been mustered in all, in the city and county of Philadelphia. About 200 of these are now on their way to Florida; the remainder, consisting of three companies, will embark to-day, in the ship Charles Wharton, Captain Rogers, now lying at South street wharf. She is expected to haul off about 11 o'clock, A. M., and will proceed immediately to Tampa Bay. We are indebted to one of the officers for the following copy of an order, which gives the names of all the commissioned and non-commissioned officers, together with other interesting information.—*Inquirer.*

#### REGIMENTAL ORDER, No. 32.

Head Quarters, 1st Regiment of Volunteer }  
Artillery of Pennsylvania. }

PHILADELPHIA, Nov. 20th, 1837.

The following named Volunteer Companies having been duly inspected, have been assigned by the Brigade Inspector to this Regiment, in which they will take rank according to the dates of their respective organization, viz:

"Company A," on the 18th of September, 1837. "Company B," on the 16th of October, 1837. "Company C," on 17th of October, 1837. "Company D," on the 27th of October, 1837. "The 2nd Company of American Artillery," on the 31st of October, 1837, and "Company E," on the 31st of October, 1837.

By virtue of the authority vested in the Colonel of this Regiment, by the laws of this Commonwealth, he has appointed the following named officers and non-commissioned officers to the companies above mentioned, respectively, (these appointments being to fill original vacancies in the same,) in the manner following, to wit:—

#### To "Company A," of the First Regiment of Volunteer Artillery of Pennsylvania.

1. Henry L. Thistle, to be Captain, to take rank from the 18th of September, 1837. 2. Edward Jones, to be 1st Lieutenant, to take rank from 16th October, 1837. 3. Jacob Currier, to be 2nd Lieutenant, to take rank from 1st of November, 1837. 4. Edward Vivaldi, to be 1st sergeant, to take rank from 6th of October, 1837. 5. John P. Boice, to be 2nd sergeant, do. 6. George Dickenson, to be 3d sergeant, do. 7. Isaac Peck, to be 4th sergeant, do. 8. Hugh McLaren, to be 1st corporal, do. 9. Henry Simmons, to be 2nd corporal, do. 10. James Williams, to be 3d corporal, do. 11. Lewis Wilcox, to be 4th corporal.

#### To "Company B," of the First Regiment of Volunteer Artillery of Pennsylvania.

1. Daniel Von Zeunaudon, to be Captain, to take rank from the 16th of October, 1837. 2. William J. McKean, to be 1st Lieutenant, to take rank from 1st of November, 1837. 3. Augustus More, to be 2d Lieutenant, to take rank from the 16th of October, 1837. 4. Lorenzo Luthy, to be 1st sergeant, do. 5. G. Peter Godard, to be 2d sergeant, do. 6. Frederick Benecke, to be 3d sergeant, do. 7. Andrew Silber, to be 4th sergeant, do. 8. Antoine Muller, 1st, to be 1st corporal, do. 9. Alexander Kruger, to be 2d corporal, do. 10. Johann Ross, to be 3d corporal, do. 11. George Mosser, to be 4th corporal, do.

#### To "Company C," of the First Regiment of Volunteer Artillery of Penn.

1. Joseph Walker, to be Captain, to take rank from the 17th of October, 1837. 2. Thos. Mills, to be 1st Lieutenant, do. 3. Philip M. Morris, to be 2d Lieutenant, do. 4. Charles Clark, to be 1st sergeant, do. 5. Cornelius Corry, to be 2d sergeant, do. 6. Francis Harvey, to be 3d sergeant, do. 7. John D. Vail, to be 4th sergeant, do. 8. Robert Van Horn, to be 1st corporal, do. 9. Charles M. Bonner, to be 2d corporal, do. 10. Emanuel Snyder, to be 3d corporal, do. 11. Michael O'Brien, to be 4th corporal, do.

#### To "Company D," of the First Regiment of Volunteer Artillery of Penn.

1. Ernest Louis Kosentz, to be Captain, to take rank from the 27th of October, 1837. 2. Adolphe Ebner, to be 1st Lieutenant, do. 3. Carl Gebell, to be 2d Lieutenant, do. 4. Carl Mayer, to be 1st sergeant, do. 5. Hermann Koehler, to be 2d sergeant, do. 6. Ludwig Neudek, to be 3d sergeant, do. 7. Eberhardt Beueler, to be 4th sergeant, do. 8. Jacob Streker, to be 1st corporal, do. 9. Gabriel Fachnie, to be 2d corporal, do. 10. Wilhelm Glasser, to be 3d corporal, do. 11. Carl Wayl, to be 4th corporal, do.

#### To "the 2d Company of American Artillery," of the 1st Regiment of Volunteer Artillery of Penn.

1. James P. Barker, to be Captain, to take rank from the 31st of October, 1837. 2. Thomas Hope Palmer, to be 1st Lieutenant, do. 3. John Hann, to be 2d Lieutenant, do. 4. Chauncey Brown, to be 1st sergeant, do. 5. William McMenaman, to be 2d sergeant, do. 6. John McGaw, to be 3d sergeant, do. 7. Jacob Dickenson, to be 4th sergeant, do. 8. Joseph S. Bell, to be 1st corporal, do. 9. Samuel F.

Smith, to be 2d corporal, do. 10. Peter H. Willetts, to be 3d corporal, do. 11. Richard S. Smith, to be 4th corporal, do.

To "*Company E*," of the *First Regiment of Volunteer Artillery of Penn.*

1. Britton Evans, to be Captain, to take rank from the 31st of October, 1837. 2. Napoleon B. Evans, to be 1st Lieutenant, do. 3. Henry M. Evans, to be 2d Lieutenant, do. 4. Peter Brown, to be 1st sergeant, do. 5. Edward Perkins, to be 2d sergeant, do. 6. Nathan Allen, to be 3d sergeant, do. 7. George Smith, to be 4th sergeant, do. 8. George Bayard, to be 1st corporal, do. 9. Thomas Pearce, to be 2d corporal, do. 10. James Wilson, to be 3d corporal, do. 11. William Burke, to be 4th corporal, do. All of which officers and non-commissioned officers will be obeyed and respected accordingly.

These appointments will continue in force until the third day of August, A. D. 1842, if the officers hereby appointed, shall severally so long behave themselves well, and shall continue to perform all the duties that may be required of them by law.

The services of the above named companies having been tendered to the Government of the United States, for a campaign of six months in Florida, and, the Hon. Secretary at War having been pleased to signify his acceptance of the same, they are hereby detailed for that service; and the Captains of these companies will accordingly report themselves and their several commands, forthwith, to Surgeon Gen. Thomas Lawson, of the U. States army, (the officer appointed to muster them into service,) for duty.

At the expiration of their term of service in Florida, these troops will rejoin this Regiment, with as little delay as possible, unless their service, shall be required by the Department of War for a longer period; in which case, their Captains will respectively report the facts, by letter, to the commanding officer of this Regiment, specifying therein the period for which they may have been re-enrolled.

A. J. PLEASANTON,

*Col. 1st Regiment of Volunteer Artillery of Pennsylvania.*

SAVANNAH, NOV. 20.—GEN. NELSON'S BRIGADE.—This Brigade took up its line of march for Florida, on Monday last, from the vicinity of Milledgeville. Gen. Nelson has raised this force at the request of Gov. Call, of Florida, who in a letter, dated 25th of September 1837, and another of subsequent date, communicating the wishes of the Commanding General as to the raising of these troops. They were raised and put in motion in less than three weeks.—*Geor.*

The *Federal Union* furnishes the following list of Officers of the Brigade:

Brig. Gen. C. H. Nelson; E. W. Chastain, of Gilmer, Col. 1st regiment; — Davis, Walker, Lt. Col. 1st regiment; I. R. Foster, Col. 2d regiment; T. A. Hamilton, Lieut. Col. 2d regiment; Jno. W. Ambrister, Maj. 2d regiment.

COMPANIES.—Capt. Wilson's, from Hall county; Capt. Blake's, from do.; Capt. Sam's, from Forsyth; Capt. Foster's, from do.; Capt. Montgomery's, from do.; Capt. Inzer's, from Gwinnett; Capt. Hamilton's, from do.; Captain Barber's, from Lumpkin; Capt. Bearden's, from do.; Capt. Chastain's, from do.; Capt. Baker's, from Cass; Capt. Swaggeltree's, from do.; Capt. Chastain's, from Gilmer; Capt. Chastain's, from Union; Capt. Caldwell's, from Murray; Capt. Thompson's, from Walker; Capt. Sherey's, from do.; Capt. Beck's, from Rabun; Capt. Pool's, from Jackson; Capt. Long's, from Carroll; Capt. Wagnon's, from do.; Capt. Sutton's, from Habersham.

#### GEORGIA LEGISLATURE. HOUSE OF REPRESENTATIVES.

MONDAY, NOV 13, 1837.

The following message was received from the Governor, by Mr. Lewis, his Secretary, to wit:

#### EXECUTIVE DEPARTMENT, MILLEDGEVILLE, NOV. 13, 1837.

I transmit to the General Assembly copies of the letters of resignation of Henry M. Terrell, Maj. Gen. of the 12th Division, Burwell Pope, Brigadier General of the 2d Brigade of the 3d Division, and James Wood, Brigadier General of the 2d Brigade of the 9th Division, Georgia Militia, which was read.

GEN. NELSON'S BRIGADE.—Mr. Warthen from the select committee, composed of Messrs. Warthen, Crane, Meriwether, Gray, and Price, of Jasper, appointed by resolution of this morning, "to receive from Col. Charles H. Nelson, all the information in his possession relative to the authority by which the troops now in this place have been raised and organized," made the following report, viz:

The special committee who were appointed to wait on Col. Charles H. Nelson, under a resolution of the House, report, that Col. Nelson has placed in the hands of your committee a letter from Governor Schley, dated 10th October, 1837, a copy of which has been communicated to this House with his annual message; also, a letter from Gov. Call, of Florida, dated 25th September, 1837, in which Gov. Call says: "I have received a letter from General Jesup, informing me that he has made a requisition on the Governor of Georgia, for 1,200 men, to serve in the next campaign against the Seminole Indians," and inviting Col. Nelson to take command of the forces raised. As the committee have been requested to return the papers of Col. Nelson to-day, they ask that the Clerk retain a copy of Gov. Call's letter to Col. Nelson, for the use of the House.

The resolution offered as a substitute by Mr. J. D. Lamar, appropriating \$30,000 to defray the expenses of the troops, was passed on the next day, (14th) after a discussion at length by Messrs. Crane, Kenan, Meriwether, Crawford, Dougherty, McKinley, Jenkins, Jno. B. Lamar, Stephens, Myers, Hill, Hazzard, Cone of Camden, and Cleveland. Yeas 90—Nays 79.

In the Senate, on Thursday, Mr. McDonald moved to amend it by appropriating the money out of the contingent Fund, for the political year 1837; the motion was agreed to.

Mr. Lamar, of Lincon, moved to amend the resolution further, so as to require Col. Nelson to give bond and security for the faithful disbursement of the money. Yeas 64—Nays 18.

A discussion then ensued on the merits of the appropriation in which, says the correspondent of the *Augusta Chronicle*, Mr. Gibson of Upson, Mr. Colquitt, of Muscogee, Mr. Powell, of Talbot, Mr. Haralson, of Troup, participated, and was continued by Messrs. King of Glynn, O'Bar, McAllister, Hill, Black, Patterson, McDonald, Gibson and others, until a late hour at night, before the vote was finally taken. Yeas 42—Nays 39 or 40.

PENSACOLA, NOV. 11.—The following is a list of the officers of the U. S. ship *Vandalia*, which sailed on Sunday morning last:

Commander, John Gwinn; Lieut's. Robt. D. Thorburn, Alex. C. Maury, and Acting ditto, Thos. T. Hunter; Acting Master, A. F. V. Gray; Surgeon, Wm. Plumstead; Purser, Jas. Brooks; Midshipmen, Benjamin F. Anderson, Wm. M. E. Adams, R. N. Stembel, G. M. Grant, J. W. Brown, J. H. H. Sands, Francis Alexander; Captain's Clerk, Chas. E. Wilson; Acting Gunner, Thos. Devoy; Boat-swin, Jno. R. West.—*Gazette.*

At a meeting of the South Carolina State Society of the Cincinnati, the following Preamble and Resolutions were presented by Mr. LAURENS, Col. Cogdell, and Mr. T. P. LOWNDES, (the Committee appointed for that purpose,) and unanimously adopted:

We are met to pay tribute unto death, and to honor the memory of a gallant Soldier of the Revolution.



Capt. RICHARD BOHUN BAKER, the last surviving officer of Fort Sullivan, is no more; full of years, and full of honor, he has passed down "to the house appointed for all living," leaving to his country at large, the legacy of his example, to his family and friends, the hallowed recollection of his many and endearing virtues. To the pen of the historian we refer the task of doing full honor to his memory; the civil and political blessings we enjoy, are enduring monuments of his services, and the laurels that now shade his tomb, will be moistened by the tears of a grateful posterity.

*Resolved*, That the Cincinnati cherish with the tenderest feeling the memory of their late Vice President.

*Resolved*, That, as a mark of respect to his memory, the members of the Society do wear the usual badge of mourning for thirty days.

*Resolved*, That we tender to the family of our lamented father and friend the assurance of our sincere condolence and affectionate sympathy.

*Resolved*, That these resolutions be entered upon the journals of the Society, and that the President be requested to forward a copy thereof to the family of his deceased brother soldier.

On motion of Mr. Finley, it was further

*Resolved*, That the foregoing resolutions be published in the several city papers, and that the Committee be requested to prepare a biographical sketch of Capt. Baker, and that it be read before the Society at its next meeting.

WILLIAM READ,

*President State Society of Cincinnati.*

J. E. B. FINLEY, *Secretary.*

*From the United States Gazette.*

TO MARINERS.—The following extract from a journal kept by the first officer of the ship *Claudius*, Captain Isaac Winsor, on her late passage from Manilla to Boston, is interesting, as the existence of the rock to which it refers, in the direct passage through the Straits of Sunda, has been doubted by many navigators.

"May 15th—At meridian, the *Button* bore SSW., distance 7 miles, strong SW and WSW current, from 4 to 5 knots. At 1, 30 P. M., felt the ship strike her forefoot, and again underneath the fore hatch. Clapped the helm hard up, and hove aback; boxed the ship off, and cleared; hove the lead over instantly, but got no soundings at 30 fathoms; saw the false keel come up astern. The *Button* bore S. by E. distance 1½ miles.

Thwart the way, S. W. distance about 6 miles.

The *Claudius* drew 19 feet water, and had on board a cargo of Manilla sugar and hemp, nine hundred tons of freight. What is very remarkable is, that this ship, after being discharged in Boston, was hauled up on the railway for repairs, when it was ascertained that her forefoot was wrenched off, a large space of copper and plank under her larboard bow (garboard streak) was pared off as with a drawing knife; farther on, it was found that a point of rock, of the bigness of a man's head, which had worked its way through the plank and become fastened between the timbers, filling up the hole it had made. In this condition the ship completed her passage from the Straits of Sunda to Boston, over 12,000 miles of ocean, without leaking materially, or other accident.

MOUTH OF THE MISSISSIPPI.—Another survey has been ordered by the Secretary of War, with the view of testing Mr. Stein's plan for deepening the channel over the bar, at the mouth of the Mississippi. The dredging machines, ordered in this city for the purpose of removing the mud, have been countermanded, and this mode of getting rid of the obstruction abandoned. Mr. Stein's plan is to deepen the channel by increasing the velocity of the water. The New Orleans papers say, that at an expense of half a

million of dollars the channel might be rendered navigable for the largest merchant ships in the world.—*New York Courier and Enquirer.*

TARGET FIRING.—The Fifth Regiment of Volunteer Infantry paraded yesterday, and proceeded to a spot in the neighborhood of Mount Clare Depot, for the purpose of firing at a target. The prize, a splendid *Silver Buglehorn*, presented by Col. E. L. FINLEY, was won by Mr. GEORGE A. DAVIS, a member of the Eutaw Infantry.

The Independent Light Dragoons, Capt. Owings, also paraded yesterday afternoon, and fired, on horseback, at a target. The prize-cup was awarded to Mr. JOSEPH B. THOMPSON, who made the best shot. This is the cup which was presented to the corps, on a former occasion, by Captain Owings, and won by himself.—*Baltimore American.*

A decision of some importance was lately given by Judge Ware, in the U. S. District Court, holden at Portland. It was a libel for subtraction of wages, on the part of the captain, mate, and four seamen of the brig *Forrest*. It seems the libellants shipped for a voyage from Portland to one or more ports in the island of Cuba, and back. The service was performed, and there was no controversy about the amount of wages earned. The only question in dispute was as to the claim of a deduction of wages, in the nature of a set-off. While the brig lay at Havana, the master, mate, and four of the crew, were taken sick of the yellow fever, and the owners claimed to deduct from the wages of the men, the sums paid for medical advice. These sums amounted to more than the whole balance of wages due. Judge Ware decided that the men were entitled to their whole wages, that if they were sick, the owners were bound to pay the expenses of the attendance and medical advice, although a suitable medicine chest had been provided.—*Boston Mercantile Journal.*

QUICK CIRCUMNAVIGATION.—The barque *Mary Frazier*, Captain Charles Sumner, arrived from Manilla on the 18th inst. She sailed from Boston, December 14th, 1836; proceeded round Cape Horn to the Sandwich Islands, where a party of Missionaries, thirty-four in number, were safely landed after one hundred and sixteen days' agreeable voyage. From thence the vessel went to Manilla; took in a full cargo, and reached home, by the Cape of Good Hope, having performed the circuit of the globe in eleven months and four days, which is probably quicker than it ever was done! The whole crew returned which left this port in the *Mary Frazier*, and we are happy to state that she is a strictly Temperance vessel.—*Boston Journal.*

*From the New Orleans Bee, Nov. 18.*

CAPTURE OF MITCHELL, THE PIRATE.

By the steamer *Columbia*, arrived late last night from Charleston, via Mobile, we received the following important intelligence.

On Thursday evening, the 16th September, the steamer *Columbia*, Capt. Wright, on her passage from Mobile to New Orleans about 4 o'clock in the afternoon, passed the supposed piratical schooner, *Blooming Youth*, under the command of the notorious character at the head of this article. She was about two miles within the bar, and the schooner was identified not only by the name on the stern, but was well known to Mr. Nangle, a passenger on board the *Columbia*, and half owner of the vessel, the other half being owned by Roberts, who, with Foy and himself, were securities for her at the Custom House in Norfolk, where she was registered and from which port she sailed last month for Key West and Mobile.

She put into Georgetown, S. C., to which port Nangle came in her, and sailed from that port after being there six days, leaving Nangle on shore. Nan-

gle came to Charleston and stated his suspicions of the character and intentions of Mitchell, and took passage in the Columbia for Key West, Mobile and New Orleans. On leaving Georgetown, there were nine men on board. When the Columbia arrived at Key West on the 9th instant, information was received that the Blooming Youth, with Mitchell in command, had been there, and when she sailed she had on board eighteen men.

She left Key West for Mobile, but went to Gadian Key where his views and movements being somewhat equivocal, the citizens and wreckers there compelled him to quit the place. As soon as Capt. Wright was satisfied as to the identity of the schooner, he rounded to under the stern of the Blooming Youth, and hailed her. Mitchell was at the helm, and was recognised by some of the passengers, who knew him when in Charleston. He replied he was from Norfolk. Captain Wright proceeded up the Bay to the revenue cutter, and informed the commander of the name and supposed character of the schooner, as well as the name of the commander, giving information also that suspicions were entertained that it was the vessel which it was supposed had captured the ship *Susquehanna*, off the Capes of the Delaware.

The captain of the cutter replied "he would take care of him." Captain Wright asked him if he could be of any assistance to him, informing him at the same time that the owner was on board, and received a reply in the negative. The cutter forthwith manned a boat and sent an officer on board. As the boat was unable to keep pace with the steamer, the wheels were stopped until it was in hail, when Capt. Wright proposed to the officer on board to come alongside in order to take Mr. Nangle on board to identify both Mitchell and the vessel.

The officer declined, saying he had his orders. On repassing the Blooming Youth, Capt. Wright asked him (Mitchell) if he knew Mr. Nangle? Mr. Nangle now exhibited himself to Mr. Mitchell, and asked if he knew him not? Mitchell replied, Oh yes. After passing the Blooming Youth, many on board insisted upon the propriety of Mr. Nangle's going on board, who expressed his willingness to do so, but evinced no great anxiety for an association with Mitchell, and said he would leave New Orleans for Mobile as soon as he arrived. Upon this Captain Wright proceeded on his course. The officer from the cutter took possession of the schooner and carried her up under the guns of Fort Morgan, where she was brought to anchor under the surveillance of the cutter.

Mr. Nangle expresses his decided conviction that Mitchell is bent on mischief, as there can be no necessity for eighteen men to be on board so small a vessel. Mr. Nangle has been deceived into an association with Mitchell, upon the belief that he had much treasure buried in some place on the Bahamas. The papers, he says, of the schooner are regular, and he fears Mitchell may elude the vigilance of the civil authorities.

#### DOMESTIC MISCELLANY.

##### A COAST SQUADRON.

To the Editor of the N. Y. Courier and Enquirer:

I noticed in your paper yesterday morning an extract from the Philadelphia Gazette, on the subject of petitioning Congress for the establishment of a line of cruisers along our coast, to protect commerce and relieve vessels in distress; and I beg leave, through the medium of your valuable journal, to inform our friends in Philadelphia, that there is a memorial from this city now on file at Washington; and which we confidently hope to bring before Congress early in the coming session, praying for the establishment of school ships by the Government, for the purpose of educating young men for the merchant and naval service; and one of the most important considerations

urged is, the fact that the school ships may be constantly and usefully employed in protecting our wide extended sea-board, and relieving and supplying vessels in distress on our coast; which grand desideratum should commend itself to all classes of our community having the interest of our common country at heart; and, added to this, contributing large numbers of *practical American seamen* to the very inadequate supply now in service; and I conceive, sir, that when the vast importance of this object is taken into consideration by our citizens, and particularly the mercantile part of them, who can feel more deeply the utility of such a measure from daily observation, that they will come forward en masse and instruct their representatives in Congress to strain every nerve in promoting and urging through the House a subject of such vital importance to the body politic. I regret that I have not a copy of this memorial to add to this communication, as I feel convinced it embodies the very objects the Philadelphia Chamber of Commerce have in view, with the great additional consideration, viz: the increase of the present very limited number of native tars. Did our country generally feel the urgent necessity of such a measure as I feel it, who have had to deal with seamen of all nations and tongues for the last twelve years, they would look upon it as an object worthy their untiring efforts and most strenuous exertions. We all feel that our navy is the right arm of the public defence, and our greatest good, should we ever come in collision with a foreign power; and can we not see, having this knowledge, the importance of manning our ships with native seamen? men who have an abiding love of country to urge them on, and a fireside to defend.

It is a fact, known to all the mercantile community, that our merchant ships seldom or ever carry apprentices, and that our only hope of an increase of *American seamen* is in such measures as are contemplated in the memorial from our city.

With the hope that these few remarks may meet the favorable consideration of our friends in Philadelphia, I beg leave to subscribe myself your obedient servant,

AMERICANUS.

New York, November 25, 1837.

We noticed, a few days ago, the receipt, in this country, of a volume which has recently been published by the Royal Antiquarian Society of Copenhagen, on the subject of the alledged discovery of America by the Danes, or Northerners, in the eleventh century. The Boston Daily Advertiser says than an account of this work will be given in a lecture, which Governor EVERETT is to deliver to-day, before the Historical Society of Massachusetts. It is to be hoped that a translation of it will be published in this country. The Advertiser adds:

"It has been a matter of great doubt whether such a discovery was actually made. Mr. Irving, in his life of Columbus, mentions it with great distrust; and Mr. Bancroft, in his history of the United States, rejects it. Other authors of great merit, as Malte Brun, and Alexander Humboldt, consider it as certain. One great source of doubt has been that, till very lately, the tradition of this discovery rested chiefly upon a single ancient Icelandic author, who wrote in the thirteenth century, and was first cited in reference to this event in the year 1705. It was, however, uniformly maintained by Danish scholars, that this author (Snorre Sturleson) was by no means the only one who mentioned the discovery and colonization of North America by the Danes, in the eleventh century; and in the course of the present year the volume already alluded to has been published at Copenhagen, under the auspices of the Royal Society of Antiquaries, in which extracts from numerous other ancient authors in the Icelandic language are contained. These extracts are accompanied with Danish and Latin translations; a Latin Commentary; and various disquisitions illustrative of the general sub-



ject. Considerable space is given to the famous inscription on Dighton Rock, in this State.

"The editors of the volume maintain, with great confidence, that the coast of North America was thoroughly explored by the Danes, from Newfoundland to New Jersey, and that Massachusetts and Rhode Island were settled by them. Numerous *fac similes* of the ancient manuscripts, appealed to as the authorities for these conclusions, are contained in this important and curious volume.

*Correspondence of the New York Commercial Advertiser.*

RIGA, August 12th, 1837.—Upon my return to St. Petersburg from Moscow, I spent a few days in re-surveying that beautiful city, and its environs. On one of those days I went down with a number of American and English friends, to Cronstadt, to visit the American frigate *Independence*, which had arrived some days before, bringing out our ambassador, the Hon. George W. Dallas, and his amiable family. I need not say that I felt proud of the appearance of one of our large national vessels in this part of the world, nor add that we were all welcomed on board, in a manner which we might have expected from such men as Capt. Nicolson, Lieutenants Slidell, Pope, &c. We explored the ship fully, and were delighted with the perfect order which reigned on board. I was glad to find that out of something like 600 men, officers and all, nearly 400 live on temperance principles. I think by this time our Government might do in the navy what they have done in the army—do away the ration of grog altogether. It is certain that two-thirds of our officers and seamen are in favor, as their conduct proves, of total abstinence.

But what was my astonishment at not finding on board this ship a professor of mathematics, or school-master, as he is called. I know that a ship of war at sea, or in port, is not a favorable place for studying mathematics, or any thing else. But so long as our Congress will not establish a naval academy (though nothing in our navy is so much needed) we ought to do the best we can, and not suffer our midshipmen, and other young officers, to grow up without proper nautical instruction, as they are in danger of doing. What possesses Congress that they refused to establish a naval academy? Is it that battering ram, the Hon. Mr. Hawes, and that other, the Hon. Ben. Hardin, have nearly demolished West Point, and therefore they are afraid to establish another? Some men obtain glory by building up great and valuable institutions; others seek for it in pulling them down. So it goes. *Non possumus omnia. Parva decent parvis.*

ATLANTIC STEAM NAVIGATION.—The question of the practicability of establishing regular steam-boat communications between Great Britain and the United States, will, it appears, be fully tested in the course of the ensuing year. An intelligent gentleman, who has just returned from a visit to England, has furnished the editors of the *New York Journal of Commerce* with some memoranda respecting the immense preparations now making there to establish steam navigation between the two countries. He says that the objections and doubts thrown out by Dr. Lardner, have, by subsequent discussions, been dissipated from the minds of scientific men, and the practicability of the plan is considered as established beyond question. The enormous strength of the ships, and the power of the machinery, show that if the thing can be done, it will be. In March or April, it is added, one of these ships may be expected to arrive at New York. The following are his memoranda:

It is not, perhaps, generally known that there are three gigantic steam ships now building in England for the purposes of navigation between that country and this city.

One is building at Liverpool, and is of 900 tons burthen; one at London, 1700 tons; one at Bristol, of 1320 tons. The two former are not yet launched. The latter was launched in July last, and is now in the London docks receiving her engines. She will be entirely completed by the 1st day of January, and will make her first voyage to this port in March next; she is owned by a company of gentlemen in Bristol, called the Great Western Steam Ship Company, and is intended to run regularly between Bristol and N. York. She is said to be built with great strength. Her dimensions are as follows: Length between the perpendiculars, from the fore part of the stem to the after part of the stern at the keel, 212 feet; length of the keel on the blocks, 205 feet; length of the cabin deck (saloon,) 75 feet; length over all, from figurehead to taffrail, 235 feet; breadth between paddle-wheels, 35 feet 4 inches; depth under deck to the top of floors, 23 feet 3 inches; scantling floors on side of the keel, 15 inches sided—16 do. moulded; length of floors, 24 feet; thickness of bends, 7 inches; bottom plank, 5 inches; top sides, 4 inches; sheer streaks, 5 inches; upper deck clamps, 8 inches; diagonal riders, 5 inches—3 feet apart, iron diagonals, 4 inches by  $\frac{3}{4}$ ; bilge planks, 6 inches; keelson, 20 by 21 inches; berths for passengers, 150; berths for officers, engineers, crew, &c., 65.

The engines are made by Maudsley & Field, of London. There are two, of two hundred horse power each. The diameter of the cylinder is  $73\frac{1}{2}$  inches; length of stroke, 7 feet. There is storage for 600 tons of coal. She will consume, under full steam, 30 tons of coal per day. This will last her 20 days of full steaming. It is not supposed, however, that she will require to be under full steam more than half of any one passage, for she will be ship-rigged, and will, of course, avail herself of all favorable winds. Her name is the "*Great Western*." She is to be commanded by Lieut. Hoskin, of the Royal Navy, and will cost, in all, forty-five thousand pounds sterling. The London ship will cost about £60,000; and that at Liverpool about £40,000.

DEATH OF A REVOLUTIONARY HERO.—Captain RICHARD BOHUN BAKER, the last of the survivors of the band of Heroes engaged, during the Revolutionary war, in the defence of Fort Moultrie, Charleston, died on Monday night, at that post, the scene of his gallant conduct, aged 80 years and 2 months.

CUSTOM HOUSE, BOSTON, Nov. 13, 1837.

Two light-houses have been erected on Ipswich Beach, which will be lighted on the 1st of December next. The lights bear from each other W., one quarter N. and E., one quarter S. Keeping the two lights in one will lead over the bar in the best water, a little to the S. of the buoy. Run in close to the beach, and follow it up close to, to avoid the northern spit on the starboard hand; run up round the first high bluff head, where will be found safe anchorage. There are eight feet water on the bar at low water.

A GRATUITOUS SCHOOL FOR YOUNG SAILORS AT BORDEAUX.—A gratuitous school for young sailors has been founded at Bordeaux, by M. M. Laporte, brothers. This is not only a service rendered to the department of the Gironde, it is a good example, and the success that it obtains will be general. In France, there is a necessity for numerous schools for sailors, and every one who has any knowledge of the state of our marine, feels this want deeply. The number of sailors is not in respect sufficient for the number of officers. France, to be a great maritime power, has natural obstacles to overcome. The development of her coasts is immense; she has excellent ports, but navigation does not extend into the interior by her rivers. From that arises the inferiority of our maritime population in relation to the sailors of England, the United States, and even of Holland. When one

removes some distance from the coast, we find nothing but watermen. Government complains of this state of things, but does not know how to combat it; far from that, thanks to the measure that is bent upon, one sees every year the vacancies in the ranks of the inscribed sailors become longer and longer. It is a sad confession that the reporters of the marine budget are obliged to repeat every session. However, the evil is not without remedy; and the proof is, that two officers of the merchant service, rich only in zeal and talent, have founded at Bordeaux an establishment, of which the excellent results have surpassed all hopes. We have already named M. M. Laporte, brothers.—*Le Commerce.*

**MORTALITY IN THE INDIA ARMY.**—By a paper published in the last part of the "Asiatic Researches," it appears that in the last twenty years there have died 1,184 officers of the Royal Army, or 59.2 per annum, out of an average number of 1,897 persons, or about 3.12 per cent. The mean ages of the deceased are 81 Colonels, 61; 97 Lieut Colonels, 51; 78 Majors, 40; 277 Captains, 36; 651 Lieutenants, between 18 and 32.—*London Courier, Sep. 2.*

**MILITARY FUNERAL.**—A most interesting scene took place on Friday, the 25th, at the Regent's Park Barracks, by the burial of the last Waterloo officer of the 2d Life Guards. When it is remembered that only 22 short years since this mighty event, the recollection of how few are left, is calculated to increase the impression on our minds of the fleeting passage of the generations of men. Nearly twenty-five years ago, upon the death of Sir John Moore, his elder brother, Mr. Moore, who was chief surgeon of the 2d Life Guards, received from the country a pension of 1,000*l.* a year; he afterwards resigned, and Mr. Broughton (whose death has been already mentioned) was appointed in his place. He accompanied the regiment to the continent, and was with it at Waterloo; but he too is gone, and has followed the millions who have preceded him into the dark shades of the relentless grave. Mr. Broughton was well known in the scientific world. He was a Fellow of the Royal Society, and of the Geological Society.—*Correspondent of the London Times.*

**REVOLUTIONARY REMINISCENCE.**—The following is a correct list of the soldiers furnished by each State during the Revolution. The free population of Massachusetts was, in 1790, 475,000; the population of Virginia about 520,000; of New Hampshire 141,000.—*Al. Adv.*

*Number of men supplied by each State.*

	Regulars.
New Hampshire,	12,407
Massachusetts,	67,907
Rhode Island,	5,908
Connecticut,	31,935
New York,	17,781
New Jersey,	10,626
Pennsylvania,	25,678
Delaware,	2,386
Maryland,	13,912
Virginia,	26,678
North Carolina,	7,263
South Carolina,	6,147
Georgia,	2,619

## ARMY.

### OFFICIAL.

SPECIAL } HEAD QUARTERS OF THE ARMY,  
ORDER, } ADJUTANT GENERAL'S OFFICE,  
No. 93. } Washington, Nov. 25, 1837.

The duties assigned to the Medical Board, organized by "General Orders," No. 28, having been performed, it is hereby dissolved. Surgeon Harney will proceed

to Baton Rouge, and relieve Assistant Surgeon R. Clarke, who will then repair to Fort Brooke, Flo., and report for duty. Assistant Surgeon Heiskell will report for temporary duty in the office of the Surgeon General; and Assistant Surgeon Cuyler will proceed to Fort Pike, La., and report for duty to the commanding officer.

BY ORDER OF MAJOR GENERAL MACOMB,  
ROGER JONES, *Adj't. Gen.*

### SPECIAL ORDERS.

No. 94, Nov. 29—Col. J. B. Many, and Lieut. W. O. Kello, 3d Infy., leave 6 months.

The Head Quarters of the 3d Infantry, during the absence of the Colonel, will be at Fort Towson, whither the Adjutant will repair immediately.

### PROMOTION.

William Turnbull, Captain Topographical Engineers, to be Major by brevet, Nov. 23, 1837, *vice* McNeill, resigned.

### APPOINTMENT.

Campbell Graham, 1st Lieutenant and Brevet Captain 3d Artillery, to be Captain by brevet in the corps of Topographical Engineers, Nov 23, 1837, *vice* Turnbull, promoted.

### RESIGNATIONS.

Wm. Gibbs McNeill, Major Top. Engrs. Nov. 23.  
Jacob Ammen, 1st Lieutenant, 1st Arty. Nov. 30.

### RECRUITING SERVICE.

Captain George C. Hutter, 6th Infy., relieved from recruiting service at Lynchburg, and ordered to join his company in Florida, Nov. 24, with a detachment of recruits from Fort Monroe.

Lieut. John Beach, 1st Infy., for recruiting service at New York, Nov. 25.

151 recruits sailed from principal depot, New York harbor, on the 3d Nov., Lieut R. Allen, 2d Arty., Lieut. Lincoln, 4th Infy., in command for Garey's Ferry.

80 sailed from same place, on the 20th Nov., under Lt. Duncan, 2d Arty. Lieut. Wharton, 6th Infy., and Lieut. Stewart, 3d Infy., for Garey's Ferry.

## NAVY.

### ORDERS.

Nov. 21—Passed Mid. Z. Holland, and J. C. Walsh, to depot of nautical instruments, &c. Washington.  
Mid. J. J. Forbes, Naval School, New York.  
24—Mid. H. Eld, Jr. do. do.

### VESSELS REPORTED.

Ship Vandalia, Comm'r. Gwinn, hove to off Havana, on the 11th inst., and sent a boat in.

## DEATHS.

At. West Point, N. Y. at the house of Col. De Russy, on Monday, the 20th inst. Mrs. SARAR TAYLOR, formerly of Lebanon, N. J., in the 74th year of her age.

In Springfield, Mass. on the 17th inst. MARY, wife of Capt. W. H. SWIFT, of the U. S. army.

At Lynchburg, Va., after a few days illness, on the 19th inst. GEORGE CHRISTIAN, aged 4 years and 10 days; and on the morning of the 23d inst., LAWRENCE TALIAFERRO, aged 21 months, sons of Captain GEORGE C. HUTTER, of the 6th regiment U. S. Infantry.

## ARMY AND NAVY REGISTERS FOR 1838.

These annual publications will be officially issued early in January. Persons desirous to possess copies of either, are invited to forward their orders to the editor of the Army and Navy Chronicle. As the editions of former years have been very soon exhausted, orders should be forwarded as early as practicable to prevent disappointment. The price will be 37 1-2 cents per single copy—three copies for one dollar—or three dollars per dozen.

Subscribers to the Chronicle, who will remit the next year's subscription, without delay, in money current in the District of Columbia, free of postage, shall receive a copy of either Register without charge.